

## THE VALUE OF SAVING.

The sale of city bonds yesterday to provide capital demonstrated very clearly that the south is not doing its share of laying aside the small amounts from each month's salary to invest in these securities in comparison with our eastern brethren.

While sitting around the mayor's desk discussing the bond subject and speculating on their final disposition, Mr. Bonel representing N. W. Harris & Co., bankers of Chicago, who bought the bonds, said:

"We simply act in the capacity of wholesalers in purchasing bonds, retailing them out here and there to parties who have a little money to lay aside and prefer that class of investments. Starting as the statement may seem to you, the majority of the bonds over the country are held by comparative poor people. This issue that we are bidding on will probably be dribbled out in thirty or forty lots to different parties who have only a small amount to invest but are willing to pay a good premium for a safe investment."

"The eastern farmers and laborers usually lay aside a small amount each week until it increases sufficiently to buy a bond. The habit of saving seems to be born in them and they have the advantage of a savings bank to take care of their earnings. These banks pay an interest on deposits and by compounding up at the end of each period, whatever it might be, it soon grows to be a snug little sum. Almost every mechanic will deposit a portion of his weekly wages, if not more than a dollar, in some savings bank, and it soon grows."

"You people produce more than they in the east, but still they buy your bonds and you annually remit interest to them that, in long periods like the present one, amounts to three or four times the principal. The only plausible excuse that can be assigned to this is that you have not contracted the habit of saving. It is not because they have more, for you have a greater producing country than any of the eastern states, but as I have said before, they make it a point to deposit a small amount of their earnings in some savings bank until it grows large enough to buy one of your bonds and then you contribute to their support."

The proposed convention at Fort Worth to ask the state and the national government to aid Galveston, is of much importance to the taxpayers of Texas and before the convention closes the matter should be thoroughly discussed from every standpoint. To begin with, it is erroneous to say that the commerce of the South and West depends upon a road to Galveston, and furthermore it is doubtful if enough money can be spent to make Galveston a safe port. Port Arthur and Sabine Pass are fully able to take care of all the commerce that Galveston cannot handle and they are already safer ports than Galveston can ever be made. If there had been a sea wall around Galveston it would not have prevented the loss to shipping which occurred there on September 8th, and to put a sea wall around the entire city and harbor is out of the question. We fail to see how the state can assist Galveston to raise the level of the city above the waves which swept over it in that awful storm and if the commercial requirements of the port will not justify the business interests there in doing this work then the attempt should be abandoned. We are in hearty sympathy with a movement designed to repair the damage done to the jetties and the forts but further than that we cannot give our assent. The Fort Worth convention should be guided by judgment and not by a sympathy which may blind it to the real requirements of the case.

In selecting Mr. T. W. Shepherd for general manager of the Beaumont Street Car company exercised the best of judgment and leaves no doubt about the success of the enterprise. Mr. Shepherd has given the subject the most careful study and is prepared to build and operate the road economically and that will be necessary for a street car line in this city. The building of the road is now assured and The Enterprise regards it as one of the most important factors in the future progress of our city. Mr. Orlop, who is connected with the company, and who has also been employed as the city engineer to draw up the plans for our municipal improvements, is well qualified to do his part of the work and it was fortunate for the street car company that he was willing to take an interest in it. Some time ago The Daily Enterprise said that Beaumont was in the street car class and the road will be built fully as soon as we expected.

That Beaumont's resources are known and appreciated all over the United States is shown by the number and character of bids submitted for our bonds. Our location as a railroad center, our immense agricultural and timber resources constitutes a source of wealth that means the building of a large city. All that is needed is for our people to manifest the same spirit in the future that they have in the past and our progress will be without end.

Clean streets are as desirable as clean houses, for a filthy street is as unsanitary as a dirty home. Much refuse finds its way to the street which should be disposed of elsewhere.

The Rice Carnival will be a direct benefit to everybody in business and for that reason should have hearty financial support.

## THE IRRIGATION CONGRESS.

Great preparations are being made for the meeting in Chicago of the national irrigation congress November 21 to 24. A thousand or more delegates are expected and some of the most prominent men of the country have agreed to address the congress on forest preservation and national irrigation.

The national irrigation movement has pushed forward into such prominence as to be the subject of planks in the national platforms of both the great political parties, and many public men are taking a deep interest in the problem of the reclamation of the arid West, which, if the waters which now run to waste were stored by the government and used for irrigation, would be transformed into tens of thousands of small but highly productive farms.

The irrigation congress has secured for its public addresses such men as General Miles, who, through his plans campaigning, became a strong advocate of national irrigation; Secretary Wilson of the department of agriculture, who is heartily in accord with the proposition, "Save the Forests and store the Floods;" Senator Foster of Washington, Senator Carter of Montana, Senator Beveridge of Indiana, Senator Perkins of California and others. The more technical side of the question will be discussed by government experts on forestry and irrigation. There will be illustrated lectures in the auditorium.

The business side of the problem will be taken up by some of Chicago's most prominent business men, such as Charles A. Mallory, A. C. Bartlett of Hibbard, Spencer & Bartlett, James Deering of the Deering Harvester Co. George F. Stone, secretary of the Chicago Board of Trade and John E. Springer, president of the National Live Stock association. President Jas. J. Hill of the Great Northern railroad will discuss the question from his standpoint.

The meetings will be held in Central Music hall and the auditorium, under the auspices of the National Irrigation association, whose headquarters are in Chicago. Reports which are coming in to the association indicate that there will be a very large attendance of delegates and visitors, not only from the west, but from the Mississippi basin and the east.

The movement has taken a great hold upon the manufacturers, who are anxious for an extensive western development, which will enlarge the home market for their goods.

It is estimated by the government officials that there are about 75,000,000 acres of arid land subject to reclamation through irrigation, and that it would require an expenditure of about \$150,000,000 to accomplish it.

Agents of the general government are carrying on this work as a special internal improvement. Jefferson county is deeply interested in both forests and irrigation and should by all means be represented.

No liquor is permitted in the navy, why, then, in the army? argue the opponents of the army canteen. These good people do not seem to understand that the army canteen is designed to prevent what happens in the navy, that is to say, the moment the men get on shore they go on a howling spree. Many sailors on men-of-war do not get shore leave in a year. They are not permitted to leave the ship because they would get drunk. Penned up in this way the desire of the men for a spree becomes madness and the result is that everywhere United States sailors go ashore they are a terror and riots and bloodshed follow in the wake of enforced total abstinence from liquor. The United States man-o-war-men, kept from liquor, are the terror of all the ports in the world.—Kansas City Star.

## THEIR BALLOON JOURNEY ACROSS EUROPE.

Paris.—Count de la Vaux and Castillon de Saint Victor, who landed in the Centaure balloon near Kieff, in Russia, gives a most interesting narrative of their long distance journey. They left Vincennes at 5.20 o'clock on Tuesday, October 9, ascending in a cloudy sky. At night, however, there was a bright moon, enabling the aeronauts to dispense with their incandescent lamp. The first place they recognized was Rheims, owing to its cathedral, which was a splendid landmark. The wind was due east, the temperature mild, and the aeronauts looking down, enjoyed a splendid panorama of rivers, streams and lakes, which shone like chains of diamonds as they reflected the light of the moon. Next morning the Centaure was sent down the Bavarian Alps, having sighted the Saint Louis, in which were MM. Balsan and Goddard, MM. de la Vaux and Castillon de Saint Victor then rose higher than ever but began to suffer seriously from the cold and the rarefaction of the air. They avoided the danger of being frozen by frequent inhalations of oxygen and by wrapping themselves in the awning or covering of the balloon. Meanwhile they succeeded in keeping themselves in an air current and in not deviating from the meridian of Paris. They soon saw beneath them immense plains and forests and noticing a church in Byzantine style they knew that they were off of Germany. Thus they reached Kieff, but the aeronauts state that they could have gone far beyond that city, only they saw before them an apparently endless forest, of which they were rather afraid. The descent was easily effected, with the help of peasants, and it was from a neighboring landowner, who spoke French, that the balloonists learned that they were close to Kieff, in Little Russia.

Count de la Vaux, the leader of this expedition, now holds the prize of honor of the exhibition, as well as the world's record for long distance ballooning. He has gone 700 kilometers farther than anybody else who has tried to make a protracted journey through the clouds.

The Rice Carnival will be a direct benefit to everybody in business and for that reason should have hearty financial support.



## Mad Dog!

You run for your lives when you hear this cry, and will you know that all those in the world who yearly die from hydrophobia are of insignificant number compared with those who die from some form of female disease. Pasteur has made the mad dog's bite comparatively harmless.

**G. F. P.** Gerstle's Female Panacea

HAS MADE IT POSSIBLE FOR ANY WOMAN TO CURE HERSELF AT HOME of any disease or weakness, without any examination or the services of a physician. Here is one example; countless similar ones could be quoted:

## WONDERFULLY BENEFITED HER.

I have used your G. F. P. Gerstle's Female Panacea and am now satisfied that it has wonderfully benefited me. I wanted to say so for the world to know, so as to find out exactly what it would do, and am convinced that it is all you recommend. I also know several others who find it the best thing they have ever used. I am willing to give it unlimited praise for the good it has done them. I feel that I cannot say too much in regard to its merits.

CORNELIA ALFORD, Society Hill, S. C.

Druggists sell G. F. P.

## PLAN A NEBRASKA COUP.

Lincoln, Neb., November 16.—Democrats concede now that the state legislature has gone against them, but they do not intend to be without a voice in the naming of the two senators. In fact, by a clever compromise with a candidate of the opposite party, they propose to send one Democratic senator from Nebraska. This is made possible only by the peculiar and complicated condition in the ranks of the Republicans now, considered senatorially. There are six aspirants for the honor and the two strongest, D. E. Thompson and Edward Rosewater, are being bitterly opposed by the remainder. The Democrats will take advantage of this state of affairs to effect a division of the state. Already negotiations are pending with one of the Republican candidates in which he is offered sufficient fusion support to elect him, despite the objections of a portion of his own party, on condition that he will give ten votes to the Democratic candidate, thus electing him.

Either of the Republican aspirants is well able to do this, as each controls already more than the required number. Which Republican has been approached cannot be learned, but the compromise will doubtless be readily entered into by him because of the uncertainty of his own position and success if he depends upon his own party.

Nebraska Democrats are already re-covering from the defeat of themselves and their Populist allies and are gathering their forces for another spring. Before the tumult of the late struggle for the state ticket has died away, they are planning for a campaign two years hence and are looking for the strongest man to run for governor. That man will be William Jennings Bryan if his consent can be secured. Douglas county Democrats are leaders in the contemplated complete reorganization, and at a conference between the select few of the chosen ones in Omaha important plans were laid. It was decided that the next gubernatorial nominee on their ticket is to be Bryan, Attorney General Smyth or Editor Hitchcock of the World-Herald. Of the three the Douglas Democrats, a strong proportion of that party in this state, will urge Mr. Bryan's selection.

## TORTURED AS THE TRAIN SPED ON.

Kansas City Star.

When the fast mail train on the Fort Scott and Memphis railway left Kansas City for Memphis at 6.30 o'clock last night there was a young man lying on top of the baggage car stealing a ride. As the train was passing Thayer, Mo., 340 miles from Kansas City, a spark set fire to the man's coat. As the train averages about fifty miles an hour between Kansas City and Memphis, the man had all he could do to hold on top of the car as it swung around sharp curves. He could not let go long enough to turn off his coat, so the fire burned through his clothing to his back.

He screamed for help but the rumble of the train drowned his cries. As the fire spread his sufferings became intense. Finally when the train struck a straight piece of track he let go his hold on the car sufficiently to pull off his coat. He threw it over the end of the baggage car and it fell on the platform beside the porter who ran back and told Conductor Welch that somebody was burning to death on top of the car.

They went out on the platform just as the young man, who had worked his way to the end of the car, fell down on the platform. They picked him up and carried him into the car. His shirt and trousers were still on fire. The blaze was put out and when the man's clothing was taken off his body was found to be badly burned. He was so nearly exhausted that he could not talk. His clothes had been burned while the train ran a distance of fifty miles. He refused to give his name.

The train men took the man off at Black Rock and the station agent sent for a physician. Later the man was sent to a hospital in Memphis. He is so seriously burned that he is not expected to recover.

## REAPPORTIONMENT PLANS.

Washington, D. C., November 16.—Director of the Census Merriam has called the attention of the president to the fact that the figures on the population of the United States, the total of which has already been announced, are in such shape that they will be at the disposal of congress when it meets for any action it may desire to take in the direction of a reapportionment bill. The reapportionment following the count of the twelfth census will become operative by law in 1903.

There probably will be a considerable increase both in the ratio and the total number of representatives under the new apportionment. Starting with a ratio of one to every 30,000 inhabitants, there were sixty-five representatives in the first congress.

The eleventh census, in 1890, gave a population of 62,622,250, or an increase of 12,500,000. The ratio was 172,901 people to each representative, and the house numbered 356 members. The ratio under the new census probably will reach 200,000. With an increase of 12,225,464 shown by the present census, and letting majority fractions of the apportionment count for an additional member, as has been the custom, this would make an increase of eighteen members in the next house.

Reapportionment on this basis would cause only four states to lose representatives. They are Maine and Virginia in the East and Kansas and Nebraska in the West. These states would lose a member each. Any ratio smaller than 200,000, which would save them their full representation, would cause a considerable addition to the membership of the house.

The strongest possible candidate is desired and there are several reasons why Bryan is that man, the principal one being that he is the only one who can successfully hold the Populist vote, which still represents the balance of fusion power here.

So it is conceded that Mr. Bryan will be tendered the nomination if he will accept it.

Henry Blum, a prominent Omaha Democrat, explained this in the following words: "Undoubtedly the strongest and the most popular man in the Democratic party in Nebraska is William J. Bryan. Although the election here demonstrated that a majority of the people of the state did not want a change in the national administration, it by no means indicated that he is less popular personally than he was four years ago when the state was carried for him by an overwhelming majority. Two years hence, when all state officers are to be elected, the campaign will not be fought on national issues, and we have every reason for believing that with a strong candidate and especially a man who can draw Populist votes, we can again roll up a majority over the Republicans."

"The Populist party will continue to be an important factor in our state politics and I believe all of them will be glad to support Bryan."

## THE WEAK SPOT.

Kansas City Star.

If you are sitting in a restaurant where waitresses are in attendance, you will note now and again some young woman put her hand to her back, and straighten herself up, while her lips are tightened as if by pain. It's a backache. Yet all day long she must be on her feet, lifting, carrying, hurrying.

That weak spot, the back, can be made strong by the use of Doctor Pierce's Favorite Prescription. It cures the womanly diseases which cause headache, backache, sideache, nervousness and sleeplessness. It makes weak women strong and sick women well.

"Favorite Prescription" contains no alcohol, and is absolutely free from opium, cocaine and all other narcotics.

I wrote you for advice February 24, 1896," writes Mrs. Lonsa of Clarkmore, Cherokee Nat. Ind. "I was suffering with pain from the line of my back down to my feet. Had hemorrhage for weeks at a time, and was unable to sit up for ten minutes at a time. You answered my letter, advised me to use your valuable medicines, viz. Dr. Pierce's Favorite Prescription, 'Golden Medical Discovery' and 'Pain-Expeller,' also gave advice about internal medicine. To my surprise, in four months from the time I began your treatment, I was a well woman, and have not had the back ache since, and now I put in sixteen hours a day at hard work."

Dr. Pierce's Medical Adviser in paper covers, is sent free on receipt of 21 one-cent stamps to pay expense of mailing only. Address Dr. R. V. Pierce, Buffalo, N. Y.

NATHAN SELLS IT FOR LESS.

## Kansas City Star.

No decision was rendered yesterday in the federal court in the application made by John W. Gates and others for a receiver for the Guardian Trust company.

Judge Amos M. Thayer, who came from St. Louis to supplant Judge John F. Phillips in the trial of the case, modified the injunction order previously made by Judge Phillips so that the Guardian Trust company is permitted to sell securities and transact a general trust company business pending the final disposition of the case. The order made by Judge Phillips crippled the trust company to such an extent that it was unable to transact its ordinary business.

The modification made by Judge Thayer is esteemed as a victory by A. E. Stillwell, president of the trust company, and by his attorneys. It is understood that by virtue of the modified order President Stillwell will again receive a salary at the rate of \$26,000 a year. This is denied, however, by the attorney for Gates and his associates, who say that the order has no such scope.

All of yesterday was spent in sparing by the attorneys on both sides. A temporary restraining order had been issued last month, preventing the Guardian Trust company from electing new directors and officers.

The application for a receiver was still pending yesterday when the case was called. The attorneys for the trust company presented a demurrer which set forth that the allegations in the petition were not sufficient to justify the appointment of a receiver. This point of law was argued by both sides from 10 o'clock yesterday morning until 5 o'clock in the afternoon. Judge Thayer took the question under advisement and instructed both sides to present affidavits in support of their positions by next Saturday night. The trust company's affidavits are already filed in the case. The suit will be finally disposed of in St. Louis next week, when Judge Thayer will hear arguments on the facts at issue. All of the law points were covered in the arguments yesterday.

During the debate yesterday the attorneys for John W. Gates charged that he and his associates had been hounded out of \$1,000,000 which they had been induced by A. E. Stillwell to invest in the Guardian Trust company. Their money it was said, was being used by Mr. Stillwell to promote the Kansas City, Mexico and Orient railway. Stillwell himself was described as an adventurer and the Orient line was called an imaginary, visionary scheme—a Mexican exploring expedition. The attorneys for Gates declared that Stillwell had been guilty of misrepresentations regarding the affairs of the Guardian Trust company.

J. McD. Trimble, one of the attorneys for the trust company, said there was more behind the application for a receiver than appeared on its face. It was an attack on the Kansas City, Mexico and Orient railway, he said, and the real object was to clip Stillwell's wings and oust him from the trust company. Judge Trimble said the Guardian Trust company was solvent and that it was not financing the Kansas City, Mexico and Orient railway. He contended that there was no reason why a receiver should be appointed on the application of minority stockholders.

If the demurrer is sustained the case will be thrown out of court and the Guardian Trust company will hold its annual election and re-elect A. E. Stillwell as president. If the demurrer is overruled the case will be argued before Judge Thayer on its merits. Judge Thayer said yesterday that he wished to dispose of the case as soon as possible. On this account he allowed the complainants only four days in which to secure affidavits. Mr. Stillwell is confident that the final decision will be in his favor.

## EXAMINER OF CUSTOMS.

St. Louis, November 16.—A great many applications were received today from persons desiring to enter the service of the United States as examiner in the St. Louis custom house. The civil service commission is holding an examination for the position for which the applicant must be qualified to judge on all classes of goods named in the tariff act except tea, drugs, sugar and wines. The appointee will be required to examine silks, cottons, woollens, hardware, jewelry, iron, etc. The age limit is twenty years.

## THE MONEY QUESTION.

Does not worry the residents in the Texas Panhandle. Famous for its CATTLE, marvelous as a WHEAT country, producing MELONS preferred by Eastern epicures, rich in FEEDSTUFFS CORN and COTTON, this section is now

## ATTRACTING ATTENTION.

Take a run up there and Investigate for Yourself.

You will find the same handsome Pullmans, Cafe Cars and Coaches (all broad vestibuled) which delight the California tourists and cause them to say: "You don't have to apologize for riding on the Denver road!"

W. W. STERLEY, A. G. F. & P. A. A. A. GLISSON, G. A. P. D. CHAS. L. HULL, T. P. A. FORT WORTH, TEXAS.

## Burlington Route.

Its New Line, Denver Northwest, via Billings.

The Burlington's Denver Northwest Main Line was completed September 16. It taps the Kansas City-Billings line at Alliance, Neb. It is the shortest line, Denver to Helena, Spokane, and the direct line to the entire Upper Northwest.

ONLY 36 HOURS, DENVER TO BUTTE-HELENA.

ONLY 48 HOURS, DENVER TO SPOKANE.

ONLY 62 HOURS, DENVER TO PUGET SOUND.

This will be the main traveled road for passengers going via Denver to Northern Pacific points.

TO DENVER, SCENIC COLORADO, UTAH, PACIFIC COAST: Two great daily trains from Kansas City, St. Joseph. Weekly California excursions, personally conducted.

TO THE EAST: Best equipped trains to Chicago and St. Louis.

TO THE NORTH: Best trains to Omaha, St. Paul, Minneapolis, L. W. WAKELEY, General Passenger Agent, St. Louis, Mo.

C. L. BEECH, Traveling Passenger Agent, 257 Main Street, Dallas, Tex.

HOWARD ELLIOTT, General Manager, St. Joseph, Mo.

## Before Buying Your Fall Suit

## Look at Our Line.

We sell the very best manufactured. Swell and attractive Cloths and correct tailoring. Our Suits range in prices for Coat, Pants and Vest \$5, \$7, \$9, \$10, \$12.50. Our Underwear Department contains the best garments produced. Our Suits Under-shirts and Drawers at 75c, \$1, \$1.50, \$2, \$2.50 you will find excel those at higher prices asked by other dealers. In Shirts, Ties and Collars the novelties of the season.

## ..LEON R. LEVY'S..

Mammoth General Merchandise Store.

## Grand Rice Carnival

Beaumont, Texas, Dec. 6, 7, 8.

THERE WILL BE THE GREATEST NUMBER OF FREE ATTRACTIONS EVER PRESENTED TO ENTERTAIN THE PEOPLE OF ANY TEXAS CITY.

## Low Excursion Rates on All Railroads.

Look out for the Program and be Sure to Attend.

**HALL'S RESTAURANT**  
PURELY BUILDING.  
Strictly Short Order House.  
Rooms and Lodging in connection.  
FRANK HALL, Prop.

**RELIANCE LUMBER COMPANY.**  
INCORPORATED  
Manufacturers of Long Leaf Yellow Pine Lumber.  
High Grades Flooring and Ceiling, Siding and Finish a Specialty.  
CROSS TIES, RAILROAD TIMBERS, ETC.  
Export Shippers via Sabine Pass. Beaumont, Texas.

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C. L. BEECH, Traveling Passenger Agent, 257 Main Street, Dallas, Tex.

HOWARD ELLIOTT, General Manager, St. Joseph, Mo.

## Texarkana and Fort Smith

Railway Company

Shortest Line and Quickest Time to Shreveport, Texarkana, Hot Springs, Fort Smith, Joplin, Kansas City, Chicago and Omaha. Through Pullman (Buffet) Sleeping Cars to Kansas City. Free Reclining Chair Cars. Double daily service to Port Arthur. Spend Sunday in the future plans are resort of the South. Call up our ticket office.

W. D. LAWSON, City Ticket Agent; J. C. MOW, Commercial Agent, Beaumont, Texas.  
C. E. SWINDEL, G. P. and T. A., Texarkana, Texas

## Southern Pacific Ry.

Vacation Rates to Resort Points

Our Agents Can Offer You

Low Round Trip Rates to the Mountains, Lakes and Seashore.

CALL OR WRITE FOR PARTICULARS.

S. F. B. MORSE, Pass. Traffic Mgr., Houston, Texas. L. J. PARKS, Gen. Pass. & T. A.

## QUEEN &amp; CRESCENT ROUTE.

The best line to all points northeast and southwest, 24 hours between New Orleans and Cincinnati. Short line. New Orleans to New York. Through sleepers, New Orleans, New York, Cincinnati and St. Louis. Dining car service en route. GEO. H. SMITH, General Pass. Agt. New Orleans, La.

## Imperial Cordova Hotel

Under New Management and Strictly First Class.

All modern improvements. Table supplied with the best. Apply for special day board rates. H. C. HERVEY, Mgr. Formerly of Capitol Hotel, Houston.

Meal Tickets—21 meals for \$3.50 at the St. James hotel.

CLARENCE J. OTT Does general electrical repair work and wiring of buildings for lights and fans.